

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
May 13, 2009  
MAG Office Building - Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Charlie McClendon, Avondale, Chair  
Mark Pentz, Chandler, Vice Chair  
# George Hoffman, Apache Junction  
David Johnson for Jeanine Guy, Buckeye  
Gary Neiss, Carefree  
Wayne Anderson for Usama Abujbarah,  
Cave Creek  
Spencer Isom for B.J. Cornwall, El Mirage  
Alfonso Rodriguez for Phil Dorchester,  
Fort McDowell Yavapai Nation  
Rick Davis, Fountain Hills  
+ Rick Buss, Gila Bend  
\* David White, Gila River Indian Community  
George Pettit, Gilbert  
Jessica Blazina for Ed Beasley, Glendale  
Romina Korkes for John Fischbach, Goodyear  
RoseMary Arellano, Guadalupe

Sonny Culbreth for Darryl Crossman,  
Litchfield Park  
Christopher Brady, Mesa  
Jim Bacon, Paradise Valley  
Susan Daluddung for Carl Swenson, Peoria  
\* Frank Fairbanks, Phoenix  
John Kross, Queen Creek  
\* Bryan Meyers, Salt River Pima-Maricopa  
Indian Community  
John Little, Scottsdale  
\* Randy Oliver, Surprise  
Charlie Meyer, Tempe  
Chris Hagen for Reyes Medrano, Tolleson  
Gary Edwards, Wickenburg  
Lloyce Robinson, Youngtown  
Steve Hull for John Halikowski, ADOT  
David Smith, Maricopa County  
David Boggs, Valley Metro/RPTA

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

1. Call to Order

The meeting was called to order by Chair Charlie McClendon at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair McClendon noted that Rick Buss was participating in the meeting via videoconference and George Hoffman was participating via teleconference.

Chair McClendon announced that parking garage validation and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Chair McClendon stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair McClendon noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations.

Chair McClendon recognized public comment from Dianne Barker, who expressed her thanks for the transit ticket she received for traveling to the meeting on bus and light rail. She said that she was one of the advance workers for President Obama's visit to Arizona State University. Ms. Barker stated that she heard that light rail would be busy today, but it was not as full as the day before, when the train was three-quarters full at 10:30 am. She stated that people have been told that they can expect delays from 6:00 pm to 9:00 pm, and that is subject to change. Ms. Barker stated that she had requested a change to the April 8 Management Committee minutes to include planners to the sentence that she had not seen engineers or politicians on light rail or buses. She said that someone said she was stepping on MAG's toes by making this request, and she indicated that her statement could be challenged. Ms. Barker stated that she thought the system will improve if the people who work in the field or make decisions have first-hand knowledge. Chair McClendon thanked Ms. Barker for her comments, and noted that the change she requested had been made to the minutes.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported to the Management Committee on items of interest to the MAG region. He stated that agenda item #5C on the Consent Agenda includes projects for the Transportation Improvement Program and the Arterial Life Cycle Program and staff has been informed of some late changes that had not been finalized in time for the Management Committee meeting. Mr. Smith advised that the changes are related to such things as bridge and American Recovery and Reinvestment Act funding. Mr. Smith advised that the updated information will be presented to the Transportation Policy Committee on May 20.

Mr. Smith stated that a request has been received to convene the MAG Library District Stakeholders Group to discuss an equitable agreement to the reciprocal borrowing agreement with the Maricopa County Library District. He reported that the Group has been convened at MAG a few times in the past, said that if no objections are heard, MAG would send out an invitation to the region's librarians to hold a meeting. No comments from the Committee were noted.

Mr. Smith stated that on June 2, 2009, a high speed rail summit will be held. He displayed a map depicting high speed rail corridors issued by the U.S. Department of Transportation (USDOT), and noted that large metropolitan areas in the Intermountain West are not included at all on the USDOT map. Mr. Smith pointed out that places like, Texarkana, Texas, and Little Rock,

Arkansas, are included in the high speed rail route, but not Phoenix as the fifth largest city, Denver as the 26th largest city, Las Vegas as the 28th largest city, nor Tucson as the 32nd largest city. He then showed a map of high speed rail drafted by MAG that included the Intermountain West region, which is the fastest growing region according to the Mountains Megas report by the Brookings Institution. Mr. Smith noted that if Phoenix, Los Angeles, Las Vegas, Salt Lake City, Albuquerque, and Denver were connected at Kansas City, high speed rail would connect the entire United States. He stated that there was some controversy when the interstate highway system was contemplated for this region, with the last segment being completed at the Deck Park Tunnel. Mr. Smith urged that the Intermountain West region needs to become active to add routes onto the USDOT map, or the west will be left behind while paying for the other parts of the nation.

Chair McClendon thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair McClendon stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5H were on the Consent Agenda. He reviewed the public comment guidelines for the Consent Agenda. He noted that no public comment cards had been received.

Chair McClendon asked for clarification that the requested action for agenda item #5C included just the information that was sent in the agenda packet. Mr. Smith replied that was correct; the expected changes would not be brought through until the Transportation Policy Committee meeting.

Chair McClendon asked if any member of the Committee had questions or a request to have a presentation on any Consent Agenda item.

Mr. Pettit stated that he wanted to mention that invoices have been sent to municipalities regarding the promotional items for the 2010 Census. He said that the City of Phoenix has been very generous in moving forward on the promotional items and requested that members take care of their contribution.

Mr. Pettit moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5H. Mr. Brady seconded, and the motion carried unanimously.

5A. Approval of April 8, 2009, Meeting Minutes

The Management Committee, by consent, approved the April 8, 2009, meeting minutes.

5B. Fiscal Year (FY) 2009 - Arterial Life Cycle Program Regional Area Road Fund Closeout

The Management Committee, by consent, recommended approval of advancing reimbursements from fiscal year (FY) 2012 to FY 2009 in the Arterial Life Cycle Program (ALCP) for the selected Regional Area Road Fund (RARF) Closeout Projects: Queen Creek Road from Arizona Avenue to McQueen Road for \$6.076 million and Lake Pleasant Parkway from Union Hills Drive to Dynamite Road for \$4.793 million, totaling \$10.869 million, and amend the FY 2009 ALCP and

Regional Transportation Plan 2007 Update, as necessary. The Regional Area Road Fund (RARF) Closeout Process was established in Section 260 of the Arterial Life Cycle Program (ALCP) Policies and Procedures approved by the MAG Regional Council. A financial analysis of ALCP revenues and expenditures as well as the ALCP bonding program was conducted. After reviewing the output of the analysis, MAG staff recommended that two eligible projects be reimbursed in the FY 2009 ALCP RARF Closeout Process. The MAG Transportation Review Committee recommended approval.

5C. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program and FY 2009 Arterial Life Cycle Program

The Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached tables. The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2009 Arterial Life Cycle Program (ALCP) was most recently approved by the Regional Council on April 22, 2009. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY 2008-2012 TIP that were heard and recommended for approval by the Transportation Review Committee (TRC) are listed in Table A. These include two new projects funded with federal American Recovery and Reinvestment Act (ARRA), and a cost modification to the regionwide trip reduction program. The proposed administrative modifications to the FY 2009 ALCP that were heard and recommended for approval by the TRC are listed in Table B, which are reimbursement changes to ALCP projects located in Scottsdale. These funding modifications do not negatively impact ALCP reimbursements in FY 2009, nor increase or decrease overall committed regional reimbursement amounts. Since the TRC met, there have been requests to add and modify projects which are noted in Table C and include transportation enhancement projects funded with ARRA funds, local projects funded with ARRA, reprogramming of a project, and other project modifications.

5D. Update and Review of Project Deferral Requests for Federal Fiscal Year (FFY) 2009 MAG Closeout

The Management Committee, by consent, recommended approval of a list of projects to be deferred from FFY 2009 to FFY 2010 or later, approval of a list of projects requesting to remove federal funds from the project, and making the necessary amendments and modifications to the FY 2008-2012 MAG Transportation Improvement Program, and as necessary to the Regional Transportation Plan 2007 Update. An update is provided on the amount of funds available for FFY 2009 MAG Federal Fund Closeout (Closeout) and project deferral requests for the FFY 2009 Closeout. The deadline for FFY 2009 Closeout project submittal and project deferral requests was April 20, 2009. As of April 23, 2009, there were six projects that requested deferral for a second time or more, eleven projects that requested the project deferral for a first time, and there were three requests to remove federal funds from projects programmed in the FY 2008-2012 TIP. These requests were recommended for approval by the Transportation Review Committee. Projects

submitted for use of Closeout funds will be reviewed at the June 2009 Management Committee meeting.

5E. Amendment to the Wilson and Company, Inc. Contract to Perform Additional Work for the US-60/Grand Avenue Access Management Plan Study, SR-74 to SR-303L/Estrella Freeway

The Management Committee, by consent, recommended increasing the Wilson and Company, Inc. contract by \$50,315.82 to conduct the additional work for the US-60/Grand Avenue Access Management Plan Study. In May 2006, the Regional Council approved the MAG FY 2007 Unified Planning Work Program and Annual Budget, which included a US-60/Grand Avenue Access Management Plan Study for the segment of US-60 between SR-74 and SR-303L in the City of Surprise and Maricopa County. On October 16, 2006, the Regional Council Executive Committee selected Wilson and Company, Inc. to conduct the study for an amount of \$537,502.58. The project is in the final stages of development and has established an access control system for the corridor based upon the Arizona Parkway cross-section. However, the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) have provided additional concepts and have requested additional traffic corridor improvement analysis of the US-60/Grand Avenue corridor between SR-303L and Jomax Road. These additional analyses include a detailed analysis of the connection 163rd Avenue, a principal arterial, will have with US-60 approximately one-half mile from the SR-303L traffic interchange. To conduct this additional work will require an additional amount of \$50,315.82. MAG federal funds would be used for this additional work.

5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment includes several projects, including Cave Creek, Fort McDowell Yavapai Nation, and Salt River Pima-Maricopa Indian Community projects for the MAG sub-allocated portion of the American Recovery and Reinvestment Act. The proposed administrative modification includes several projects, including cost changes for the Travel Reduction Program and the Regional Rideshare Program. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

5G. Progress Report on MAG Regional Human Services Summit Projects

The Management Committee, by consent, recommended approval of the 2009 Progress Report on the 2007 MAG Regional Human Services Summit. In June 2007, participants of the MAG Regional Human Services Summit proposed eight projects to improve the way the region addressed human services topics such as domestic violence, juvenile crime, and aging. In October 2007, the MAG Regional Council approved the report. Since that time, MAG has been working collaboratively with community partners to implement the projects. A progress report on all eight projects has been developed and recommended for approval by the MAG Human Services Technical Committee and the MAG Human Services Coordinating Committee.

## 5H. Census Funding Opportunities

The Maricopa Association of Governments (MAG) Count to '10 Census Outreach Group recently received information from Pamela Lucero, Coordinator for Partnership & Data Services for the Denver Regional Census Center, regarding potential funding opportunities. Beginning May 1, 2009, active partners in government and nongovernment are able to submit applications for a "Partnership Support Program Proposal" for small purchases. To be a partner, agencies must have a signed partnership agreement with the Census Bureau. Active partners are able to apply for micro-purchases up to \$2,499 for services and up to \$2,999 for products. Funds can be obligated this summer for a future event to be held later. One item of note is that partnership agreements can be signed with individual city departments, so local governments are not limited to a single partnership agreement. For example, a public works department might propose the purchase of banners for water trucks, while a library department might propose the purchase of bookmarks. Both could have separate partnership agreements to make them eligible for the micro-purchase proposal. Guidelines and proposal forms will be made available through the local Partnership Specialist who is in contact with the partner. In addition to the Partnership Agreements, which are for micro-purchases, the Denver Regional Census Center Director, Cathy Illian, has the authority to review a promotion proposal with a budget above the small purchase amount. These larger proposals are called Special Initiatives and can range in the thousands. Examples of a Special Initiative might be producing a fotonovela, a radionovela, hosting a minority media conference, conducting a special program aimed at seniors, etc. The procurement process for Special Initiatives is a federal acquisition process with vendor bids involved and is intended for larger, more substantial projects.

## 6. Development of the FY 2010 Arterial Life Cycle Program

Eileen Yazzie, MAG Transportation Program Manager, provided a report on the Arterial Life Cycle Program (ALCP). She noted that the ALCP was on the agenda this month for information and discussion only, and recommendation for approval would be on the June agenda.

Ms. Yazzie stated that the ALCP has been updated annually four times through the MAG committee process with no challenges. She noted that her presentation today was to brief the Committee on the decrease of the Regional Area Road Fund (RARF), which is the half cent sales tax for transportation, and its impacts to the ALCP.

Ms. Yazzie stated that staff is looking at staying on schedule for the annual update, which included submission of project updates for inclusion in the ALCP in January and February, review and modification in March and April, a review and possible recommendation for approval by the Transportation Review Committee in May, and a review and possible recommendation for approval by the Management Committee and Transportation Policy Committee in June and a review and possible approval by the Regional Council in June. Ms. Yazzie noted that upon approval by the Regional Council, project reimbursements for FY 2010 would begin July 1, 2009.

Ms. Yazzie stated that the economy has taken a hard hit and this has negatively impacted the RARF by about \$3 billion. She stated that the ALCP is funded by 10.5 percent of the RARF, and

this decrease translates to about a \$330 million decrease to the ALCP over the life of the program (2009-2026).

Ms. Yazzie stated that programming and updating the ALCP is guided by the ALCP Policies and Procedures. She advised that the ALCP is also funded by two other sources: the federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ). Ms. Yazzie stated that the Policies and Procedures also guide the annual update process and how to proceed in case there are a surplus or a deficit of funds. She noted that in 2007, the MAG was able to utilize the surplus funds policy, but for 2010, the program will be utilizing the deficit policy to face the \$330 million deficit of funds.

Ms. Yazzie stated that when they began to draft the FY 2010 ALCP, they had \$90 million of projects that would be unfunded for 2025-2028, and as a result, they relied on the four strategies outlined in the Policies and Procedures: Annual Update, Project Exchanges, Utilizing and Maximizing Federal Funds, and Delaying Project Reimbursements in Priority Order. Ms. Yazzie stated that the FY 2010 draft ALCP looks pretty good in comparison with the first draft. Ms. Yazzie stated that they reprogrammed approximately \$99 million from RARF funds to STP funds and approximately \$52 million from RARF funds to CMAQ funds. She remarked that unfortunately, they had to delay approximately \$22 million in projects in priority order from Phase IV to 2027.

Chair McClendon asked Ms. Yazzie for clarification that the \$22 million of delayed projects would return to their priority order for being funded if revenue projects increased. Ms. Yazzie replied that was correct; the original ALCP was programmed with four phases with set reimbursements per project, and if revenue increased, projects would move back to be funded in the original priority order established.

Chair McClendon asked members if they had any questions. No questions were noted.

7. Proposal to Advance the Design and Right of Way for a Portion of the Williams Gateway Freeway

Eric Anderson, MAG Transportation Director, reported that the City of Mesa has requested consideration of its proposal to advance the design and right of way acquisition for the segment of the Williams Gateway Freeway from the Santan Freeway to Ellsworth Road. He said that a request to accelerate the design, right of way and construction of this segment was approved by the MAG Regional Council in January 2009 using the Statewide Transportation Acceleration Needs (STAN) funds that had been allocated to the project in 2006. Mr. Anderson explained that soon after the Regional Council approval, the legislature swept the funds that had been designated for the accelerated project.

Mr. Anderson stated that the City of Mesa is now requesting that only the design and right of way be advanced, which is a total commitment of about \$45 million – \$12 million for design and \$32 million for right of way. Mr. Anderson explained that the City of Mesa has proposed issuing Highway Project Advancement Notes (HPAN), which are secured by the city's excise tax, to fund the accelerated design and right of way, and he added that since Mesa would be issuing the debt, there is no impact on the freeway program's financing capacity. Mr. Anderson stated that Mesa

has requested that the \$8 million of advanced right of way funding that is in the Freeway Life Cycle Program for FY 2009 through FY 2012 that are programmed for this project be used to cover the interest expense on the financing.

Mr. Anderson referenced the onscreen map of the area and noted that the alignment for this segment of Williams Gateway Freeway is set, although other alternatives are underway in Pinal County as part of the environmental assessment process that ADOT has underway now and is due to be completed in late 2010. He added that although the project may advance through the MAG process this month, actual work probably will not begin until next year when ADOT's environmental work concludes.

Chair McClendon said that it was understanding that because the reimbursement would come from the funds that were already programmed to this project, there would be no impact to anything else. He asked for confirmation that this was correct. Mr. Anderson replied that was correct.

Mr. Pettit moved to recommend approval of the Mesa request to advance the design and right of way of an interim connection of the Williams Gateway Freeway between the Santan Freeway and Ellsworth Road by approximately three years to be incorporated into the draft FY 2010 to FY 2014 MAG Transportation Improvement Program and the Regional Transportation Plan and that the program funds allocated to the Williams Gateway Freeway for advanced right of way acquisition be used instead to pay for the interest expense associated with the proposed acceleration, and authorize the MAG Executive Director to enter into an agreement with ADOT and Mesa. Mr. Brady seconded, and the motion passed unanimously.

8. Maricopa County Clean Air Initiative

Lawrence Odle, Director of the Maricopa County Air Quality Department, and Holly Ward, Public Information Officer for the Maricopa County Air Quality Department, updated members on a new clean air campaign.

Mr. Odle stated that he has been with the County since October 2008, and added that the Air Quality Department will be giving this presentation to the City and Town Councils in the County. Mr. Odle stated that most people think of power plant stacks when they think of air pollution, but it is really the result of man's attempt to attain a higher standard of living. He remarked that air pollution has been around a long time: King Henry VIII issued a proclamation that whoever burned coal within the sound of his voice would suffer the loss of his head.

Mr. Odle stated that thousands died for air quality issues in 1940s Pennsylvania and 1950s London, and he noted that the word smog came from burning coal in London and the term carried over to other areas.

Ms. Ward continued the presentation by explaining that the EPA provides guidelines on what can be exceeded without harming public health. She noted that Maricopa County is allowed three exceedance days within a three year period. Ms. Ward advised that this has been exceeded, but the Arizona Department of Environmental Quality has submitted some of these occurrences to



EPA as exceptional events and this should help the region reach the three-day in three-year guideline.

Ms. Ward stated that there are consequences for not meeting the guideline, including the loss of more than \$7 billion for transportation project funding, increasingly stringent air quality regulations such as Senate Bill 1552 to implement measures for the Five Percent Reduction Plan, and adverse health impacts. Ms. Ward displayed a pie chart that showed the emissions of particulate matter pollution and said that roads and construction account for more than 30 percent of the emissions put into the air.

Ms. Ward explained Maricopa County Air Quality Department's campaign objectives to meet the Five Percent Plan, including conducting a countywide outreach/public education effort; increasing training, compliance and public awareness; revised rules approved by the Board of Supervisors last March; revising ordinances on leaf blowers, vehicle use on vacant lots, and residential wood burning; and creating an Advisory Committee of about 15-members composed of industries, jurisdictions and citizens. Ms. Ward stated that the Department's goals are to decrease the number of days the standard is exceeded, engaging everyone to take action, reducing particulate pollution emissions by five percent each year until attainment is reached, and meeting the requirements laid out in Senate Bill 1552.

Ms. Ward stated that the Department held a workshop in February to discuss issues and recommendations. She said that interest was expressed for training in enforcement and inspections, in dust palliatives, resources for training, help with contracts, equipment sharing, public outreach, and the lack of funding for personnel.

Ms. Ward stated that the region not only has particulate matter pollution, but also ozone issues. She noted that the EPA lowered the ozone standard, and under the new standard, Maricopa County Air Quality Department monitors marked 18 exceedance days, which would not have been exceedances under the old standard. Ms. Ward reported that the Governor has submitted her new ozone attainment area boundaries to the EPA and the region is awaiting EPA approval.

Ms. Ward displayed a photo of the County's new mobile air monitoring van. She noted that staff take the van to City or Town Council meetings when they make presentations, and invite everyone to tour it.

Ms. Ward stated that the purpose of the public outreach campaign is to get people to support the effort to clean up air pollution. The tools include the [CleanAirMakeMore.com](http://CleanAirMakeMore.com) Web site, outdoor high pollution alert billboards, local events, community presentations, declaring no burn days in high pollution alerts and health watches, an air quality widget that delivers live updates on computers, cell phone blasts, and Twitter. Ms. Ward commented that a successful program begins with the policy makers and ends with the citizens.

Ms. Ward asked the Management Committee to join in the effort and provide leadership in developing local outreach efforts and carry out local efforts. She said that cities and towns could add the Clean Air Make More link to their Web sites, designate a Clean Air Make More Ambassador, and take the Clean Air Commitment.

Mr. Odle stated that one of the goals is to expand the public education program. He said that Department staff has been meeting with City and Town Councils to establish relationships and make them a part of the process. Mr. Odle reported that he has been asked if the region can attain the standard and he thinks that it can be accomplished. He stated that while Maricopa County is severe for particulates, it does not exceed the particulate standard in areas that have not been disturbed by man.

Mr. Odle stated that although they are focusing more on conduct change than penalties, they will be holding back some penalty funds to help cities meet the goals of Senate Bill 1552. Mr. Odle noted that the County had established an ombudsman's office to assist stakeholders, and he introduced the new ombudsman, Mr. Dennis Dickinson.

Mr. Odle stated that Maricopa County launched the Clean Air Make More slogan, which is a positive spin on the old slogan. He stated that he wanted everyone to participate in the process. Chair McClendon thanked Mr. Odle and Ms. Ward for their presentations. No comments from the Committee were noted.

9. Presentation on Regional Readiness in Preparing for the Swine Flu

Dr. Bob England, Director of the Maricopa County Public Health Department, presented information regarding the Swine Flu. He expressed that this flu outbreak has not come as a surprise – it has been known that a pandemic has been coming for a long time. Dr. England stated that the flu virus mutates a lot. When a person or animal gets more than one virus, the virus shuffles like a deck of cards and becomes something new. Dr. England stated that the World Health Organization has not declared this outbreak of Swine Flu a pandemic, but he thought that it would.

Dr. England stated that there are three prerequisites for the start of a pandemic – a new virus must emerge to which people will have little or no immunity, the new virus must be able to replicate in humans and cause disease, and the new virus must be efficiently transmitted from one human to another. Dr. England noted that there is also a fourth variable – how sick the virus makes people.

Dr. England reported that there were three pandemics in the last century – 1918, 1957, and 1968. He said that the pandemics of 1957 and 1968 were only a little worse than a typical flu season, but not much worse. Dr. England advised that 36,000 people normally die each year from the flu and its complications, but the 1918 flu was off the chart – it killed many people and caused incredible social disruption.

Dr. England stated that the 1918 flu epidemic was different because it killed people fast; victims would come down with the disease in the morning and would be dead by night, and that is not what happens with a typical flu. He added that the typical flu kills the weakened who are susceptible to pneumonia. Dr. England stated that when the health community first heard reports from Mexico that young adults were being hospitalized with pneumonia, that raised the level of alarm.

Dr. England stated that the Swine Flu case count is now irrelevant because the numbers reflect only who was tested, and is lower than the regular flu results that are coming in now. He advised that the issue is how sick it is making people and the focus has shifted to testing only hospitalized patients. Dr. England stated that even the regular flu kills many people each year and it is not something to take lightly.

Dr. England stated that the media reports in the first few days of the Swine Flu outbreak were anecdotal stories. He stated that the Swine Flu seems to affect people at younger ages than a typical flu. He added that with a typical flu, you would expect to see older adults being hospitalized. Dr. England stated that in every year except 1918, the mortality rates increased in the very old and the very young. In 1918, there was a spike in the mortality rate for young adults and that is why there was such concern in the first week of this Swine Flu occurrence in Mexico.

Dr. England advised that the goal is not just to keep people alive in a bad pandemic, but to keep society functioning. He stated that the schools were closed in response to the first few confirmed cases, because they wanted to keep this from spreading as much as possible. When they knew how it was spreading and that it was not making people more sick than a normal flu, they backed off and reopened everything.

Dr. England stated that his Department is busy checking on cases and school absence reports, looking for flu clusters, and issuing guidance to the health care community. He noted that they have added a lot of information to their Web site and added the capability for people to sign up for Twitter messages. Dr. England stated that they are utilizing the Community Information and Referral Service to take calls from the public and give out information that the Department provided. Dr. England stated that a lot of anti-virals were provided to hospitals and they turned out not to be needed.

Dr. England stated that community mitigation strategies are needed and can make a great difference. He advised that if this Swine Flu morphs over time, which is a real possibility, regional cooperation among the jurisdictions and the general public will be needed to slow the flu's spread.

Dr. England noted the value of social distancing during a pandemic, and displayed a graph that showed how, in 1918, the city of Philadelphia said that the flu was not a big deal and paid a much higher price in terms of mortality rates than the other communities who canceled schools and mass gatherings. Dr. England advised that any time there is an outbreak or epidemic, a strategy implemented at the start of the occurrence will be more effective than a strategy implemented later.

Dr. England stated that the pandemic of 1918 started out mild in the springtime and came back with a vengeance in the fall. He indicated that it was the mutations of the virus that caused this. Dr. England stated that he thought they had done a good job in conveying to the community that for now, the outbreak should be handled like regular flu. However, he advised that this Swine Flu could come back strongly, and if it does, significant interventions will be needed.

Dr. England stated that they may or may not have a vaccine against this. It takes time to make a vaccine, and they have been told it could take several months. Dr. England stated that he thought the United States would be able to make about five million doses per week, and they will be distributed by the federal government through the public health system. He reported that, at the same time, regular flu shots will be given by regular doctors and mass immunizers. Dr. England expressed that no one knows how serious an outbreak will be, and as a result, they will have to plan that it will be bad. He added that this strain could require two shots each because it could be a novel flu strain, but they really do not know. Dr. England commented that immunizing health care workers alone would use up two full weeks of production alone.

Dr. England stated that the federal plan would distribute the vaccine by dividing the population into four groups. In priority order they are (1) homeland security personnel; (2) critical infrastructure personnel; (3) health care personnel; and (4) general population. He commented that he thought this structured tier system will cause a lot of social unrest if the flu is a bad pandemic. Dr. England stated that the issue of how to vaccinate in a pandemic has been discussed for years, and last year, the Advisory Committee on Immunization Practices recommended that all children get flu shots, mostly because they are the main disseminators of the flu. He reported that if 20 percent of school-aged children received the vaccine, the total cases in the community would be reduced by 50 percent; if 80 percent of school-aged children received the vaccine, the total cases in the community would be reduced by more than 90 percent. Dr. England stated that this fall, they may need to vaccinate as many of the million children in the community as possible in a short period of time. He indicated that thousands of people will be needed to fill various roles in the vaccination effort, and this summer will be spent planning and preparing to ensure a successful effort.

Dr. England stated that with the tiered structure, it will be difficult to say who is more important than others. He indicated that he thought vaccinating children was the best solution because who would argue against vaccinating children? Dr. England stated that if you give people something rational to do and explain it well, people will follow along and cooperate, and pandemonium is avoided. Chair McClendon thanked Dr. England for his interesting report. He asked members if they had questions.

Mr. Culbreth asked Dr. England's opinion of referring to the Swine Flu as the H1N1 virus. Dr. England replied that he preferred calling it Swine Flu because calling it H1N1 could cause confusion. He explained that there are three different strains of flu that circulate each year: one is influenza B, one is AH3N2, and one is H1N1. Dr. England stated that this Swine Flu is new and different, but is in that class. It will confuse people because they will get a regular flu shot and be told it has H1N1 components. Dr. England advised that the message to the public needs to be conveyed very carefully, and he thought this had been done well so far.

10. Approval of the Draft FY 2010 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments, and Approval of an Amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget to Include Additional Funding for the Maricopa County Regional Trip Reduction Program and the Regional Rideshare Program

Becky Kimbrough, MAG Fiscal Services Manager, reported on the draft FY 2010 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments that were on the agenda for a recommendation for approval. She stated that the MAG dues and assessments were presented in January 2009 with a proposed overall decrease of 50 percent due to economic conditions. Ms. Kimbrough stated that newly proposed consultant and pass through projects comprise transportation modeling and database efforts.

Ms. Kimbrough thanked the Federal Highway Administration for agreeing to pay one-half of the cost of media buys in the MAG region for the Census 2010 using federal Surface Transportation Program planning funds, and this amounts to a total savings of \$213,408. Ms. Kimbrough stated that the invoices for the media buys, which have been sent to member agencies, are due February 15, 2010.

Ms. Kimbrough stated that the planning area has been updated to show the urbanized area for the next 20 years and the revised Eight-Hour Ozone Nonattainment area was recommended by the Regional Council and the Governor to the Environmental Protection Agency.

Ms. Kimbrough stated that the annual Intermodal Planning Group (IPG) meeting, which was held this year on April 17, 2009, provides a forum for MAG as the Metropolitan Planning Organization, the Arizona Department of Transportation, transit operators and federal agencies to discuss planning issues and the overall MAG Work Program. She reported that the representative from the Federal Transit Administration noted that MAG should not delegate its responsibility for programming Federal Transit funds to another agency.

Ms. Kimbrough noted that in the past, MAG budgeted a five percent increase in staff salaries based on annual performance reviews, however, due to the economy, MAG has proposed no budgeted annual performance evaluation salary increases based on merit evaluations for FY 2010. She stated that three positions were added in FY 2009, a human services transportation planner, a transit planner, and a transportation planner to assist with the work associated with the American Recovery and Reinvestment Act and to do ongoing work for TIP planning. Ms. Kimbrough stated that a transportation engineer position is included in the draft FY 2010 budget for work associated with Phase I of the Inner Loop traffic operations project.

Ms. Kimbrough stated that MAG builds into the budget a contingency amount that can be used for funding future projects, and she noted that this year the amount is \$1.6 million. She stated that the draft FY 2010 budget and carryforward show a decrease of 5.4 percent from the FY 2009 budget. Ms. Kimbrough advised that there are no significant increases in the draft budget for operating costs compared to the FY 2009 budget.

Ms. Kimbrough stated that a recommendation for approval of an amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget to include additional funding for the

Maricopa County Regional Trip Reduction Program and the Regional Rideshare Program also is being requested. She explained that these programs are transportation control measures in several air quality plans, and due to the state budget sweeps, some of the programs' funding has been taken out. Ms. Kimbrough stated that MAG met with staff and determined the amounts that would be needed to fund these programs for the remainder of FY 2009. She noted that \$109,000 in carryforward funds are available to fund the additional amounts. Chair McClendon thanked Ms. Kimbrough for her report. No questions from the Committee were noted.

Mr. Kross moved to recommend approval of the resolution adopting the Draft FY 2010 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments, and approval of an amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget to include additional funding for the Maricopa County Regional Trip Reduction Program and the Regional Rideshare Program. Mr. Boggs seconded, and the motion passed unanimously.

#### 11. Legislative Update

Eric Anderson provided an update on legislative issues of interest. He reported that House Bill 2396, which is a public-private partnership piece of legislation, is moving through the legislature. Mr. Anderson shared some slides that have been presented at various meetings by ADOT Director John Halikowski. He stated that more than \$295 million in transportation funds will be transferred from ADOT to address the FY 2009 state general fund budget deficit. Mr. Anderson stated that this includes the \$104 million sweep of STAN funds, of which \$94 million came out of the MAG region. Mr. Anderson advised that in addition to the loss of the \$295 million, there is the loss of Highway User Revenue Fund (HURF) monies, about half of which come from the gas tax. He noted that the HURF revenue in March 2009, was equivalent to the amount collected in March 2004. Mr. Anderson stated that vehicle miles traveled have decreased, which is beneficial to congestion levels, but hurts revenue. He advised that when the HURF loss is combined with the legislative actions, the negative impact to ADOT is about \$400 million.

Mr. Anderson displayed a chart of the HURF cash balances, which are below the zero line. He explained that ADOT had \$50 million of Board Funding Obligation to help cash flow, but they were paid back in April and this is no longer available. Mr. Anderson noted that the State Treasurer called those notes due to declining balances in the state treasury, and he said that without that mechanism, ADOT's cash balances in its accounts are below negative.

Mr. Anderson stated that there is concern that proposals that the 2010 budget could include another \$80 million to \$160 million sweep from ADOT. He said that ADOT has been reducing its costs, however, its bonding capacity is gone because of the lower revenue and the fund sweeps, and he added that debt service is the first call on their revenues. Mr. Anderson stated that there is concern about meeting current contract obligations. In addition, there is a theory that ARRA funds will increase ADOT's cash requirements by \$30 million to \$50 million, at the same time as the Legislature is trying to balance the general fund budget. Mr. Anderson advised that this could significantly impact ADOT's ability to deliver the program to the region. He stated that ADOT is trying to use creative mechanisms, but they have been exhausted for FY 2009. Mr. Anderson stated that staff will continue to monitor the situation and will bring forward information as it is received.

12. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Chair McClendon introduced Gary Neiss, the new Town Administrator for the Town of Carefree, and welcomed him to the Committee.

There being no further business, the meeting adjourned at 1:10 p.m.

---

Secretary

---

Chairman